



Cateye Solar CYCLOCOMPUTER

MODEL CC-2000



QUICK INSTALLATION MANUAL
MANUEL D'INSTALLATION RAPIDE
ANLEITUNG ZUR SCHNELLEN MONTAGE

取付説明書

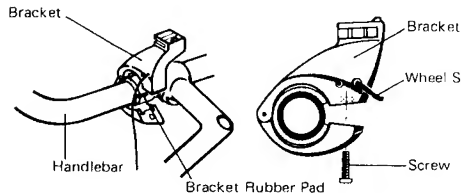
QUICK INSTALLATION MANUAL

TO THE OWNER:

CONFIRM THAT ALL THE PARTS DIRECTED IN LEFT PICTURES ARE INCLUDED IN YOUR PACKAGE AND MOUNT PARTS FOLLOWING STEPS 1 ~ 8.

(1) BRACKET MOUNTING

Using a 1mm or 2mm thick bracket rubber pad, (depending on the handlebar diameter) mount the bracket on the left side of the handlebar, so the main unit is located in the middle of the handlebar stem, (see Fig. 1 and Fig. 2)

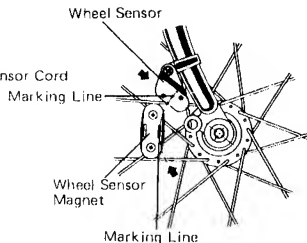


(Fig. 1)

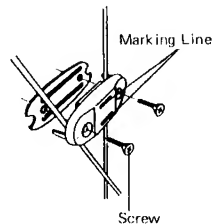
(Fig. 2)

(2) WHEEL SENSOR MAGNET MOUNTING

Mount the wheel sensor magnet as directed in Fig. 3 and 4.



(Fig. 3)



(Fig. 4)

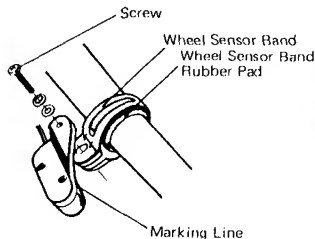
(3) WHEEL SENSOR MOUNTING

Using a 1mm or 2mm thick wheel sensor band rubber pad, (depending on the diameter of the front fork blade), clamp the sensor band to the right fork blade as directed in Fig. 5.

(4) ADJUSTING WHEEL SENSOR MAGNET/WHEEL SENSOR

Match the marking line on the sensor to that of the wheel sensor magnet. (See Fig. 3.) Set the gap between the sensor and the wheel magnet to about 1mm. (See Fig. 6.) When it is adjusted tighten all screws tightly.

* See two marking lines marked on the wheel magnet and wheel sensor respectively. Be sure these line up when two sensors are mounted.



(Fig. 5)



(Fig. 6)

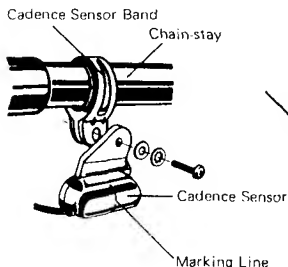
(5) CADENCE SENSOR MOUNTING

The cadence sensor is mounted on the left chain stay. Using a 1mm or 2mm cadence sensor band rubber pad, clamp the cadence sensor band onto the left chain stay and install the sensor on the sensor band. (See Fig. 7.)

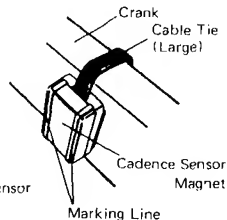
(6) CADENCE SENSOR MAGNET MOUNTING

The cadence magnet is mounted on the inside of the left crank arm. (See Fig. 8)

Wipe off any oil or dust on the crank. Peel off the seal on the adhesive tape on the back of the magnet. Stick the magnet on the inside of the left crank arm so the marking line of the magnet faces the left chain stay. Thread the small cable tie through the hole in the magnet, and band the magnet tightly to the crank arm.



(Fig. 7)

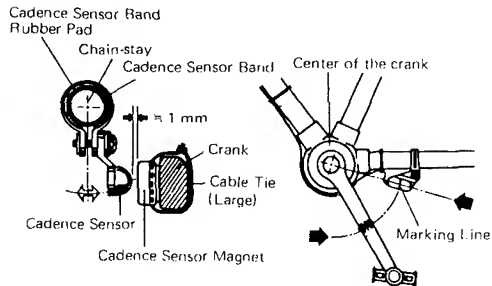


(Fig. 8)

(7) ADJUSTING CADENCE SENSOR MAGNET/CADENCE SENSOR

Set the gap between cadence sensor magnet and the cadence sensor to about 1mm. (See Fig. 9 and Fig. 10) When adjusted tighten all screws.

* See two marking lines marked on the cadence sensor magnet and cadence sensor respectively. Be sure these line up when the two sensors are mounted.

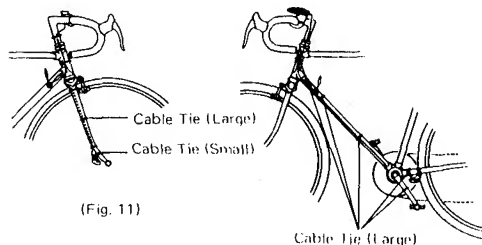


(Fig. 9)

(Fig. 10)

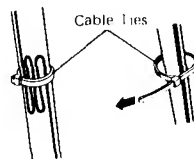
(8) FIXING THE CABLES

The cadence sensor cable and the wheel sensor cable are fixed with the cable ties. Fold the slack part of the cables with the cable ties to allow for free movement of the handlebars. Pull the ties tightly with pliers and cut off any excess.



(Fig. 11)

(Fig. 12)



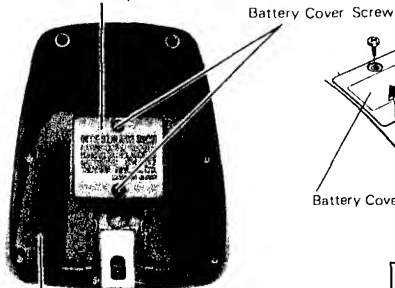
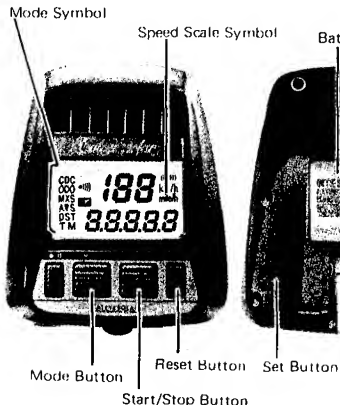
(Fig. 13)

(Fig. 14)

TO THE OWNER:

PREPARE YOUR CYCLOCOMPUTER BY CAREFULLY FOLLOWING STEPS 1, 2, 3, 4, 5 AND 6. This will enable you to quickly fix the data in the unit so that you can use it immediately. Ride your bicycle using the computer.

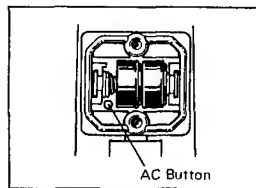
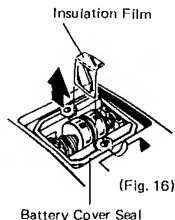
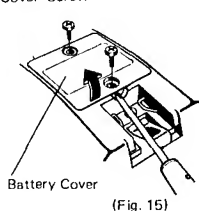
Push the buttons and observe what happens. After you have ridden a mile or two, you will be familiar with the computer operation. You can then read the separated "Operating Instructions" and more readily make alarm settings and make the finer adjustments.



STEP #1 TO PROGRAM THE MAIN UNIT FOR USE:

TURN POWER ON

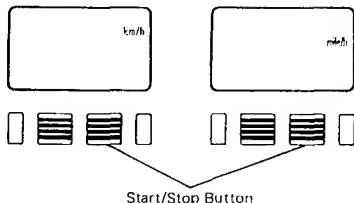
1. Enter the serial number on the warranty which is printed in the last page of the operating instructions.
2. UNSCREW the battery cover and remove the battery cover. (Use a small Phillips screwdriver.) (Fig. 15).
3. PULL the plastic insulation film from between the batteries holding batteries in place with your fingers. (Fig. 16). Save the plastic insulation film for later use.
4. PUSH the "All Clear" button to clear all data. (Whenever battery is replaced, or the plastic insulation film is pulled out, push the "All Clear" button.)
5. REPLACE battery cover and screw using care.
6. TURN the unit face up and confirm that the km/h symbol is displayed. (Fig. 17)



STEP #2 TO SET THE SPEED SCALE:

1. PUSH the start/stop button once, km/h symbol should disappear and mile/h symbol should appear. (Fig. 16) Pushing the start/stop button alternately displays either km/h symbol or mile/h symbol. Choose your desired setting.
2. PUSH the set button on the back of unit once with a ball point pen to fix your desired setting.

NOTE: The speed scale setting can be done only when the power turns on. If you change the speed scale setting, insert the plastic insulation film between batteries, then pull it after 10 seconds. Then, push the "All Clear" button. In this case, all stored data are erased.

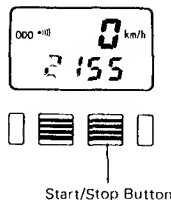


(Fig. 17)

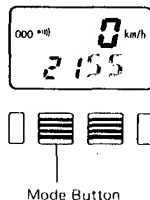
(Fig. 18)

STEP #3 TO SET THE WHEEL SIZE FOR 27" DIAMETER:

1. Followings are showing how to set the wheel size for a 27 inches diameter. As anytime you can re-set wheel size, set for a 27 inches diameter now.
2. For a 27 inches diameter, you must set at '1339' if you use mile/h symbol, '2155' if you use km/h symbol. (Details are explained in operating instructions page 12.)
3. Now '2155' is displayed on the bottom line with '21' blinking. (Fig. 19)



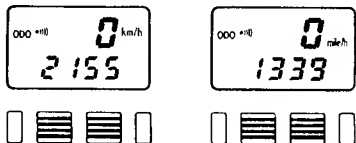
(Fig. 19)



(Fig. 20)

4. PUSH the start/stop button once. Notice that the '21' has increased by one unit. Hold the start/stop button in – digits will increase passing through '29'. PUSH the start/stop button enough times to raise first digits to '13' if you use mile/h symbol, to '21' if you use km/h symbol.
5. PUSH the mode button once, Right digits '55' will blink. (Fig. 20)

6. PUSH the start/stop button once. Notice that the blinking '55' has increased by one unit. Hold the start/stop button in — digits will increase passing through '00'. PUSH the start/stop button enough times to raise second digits to '39' if you use mile/h symbol, to '55' if you use km/h symbol.
7. '1339' should appear if you use mile/h symbol, '2155' should appear if you use km/h symbol.

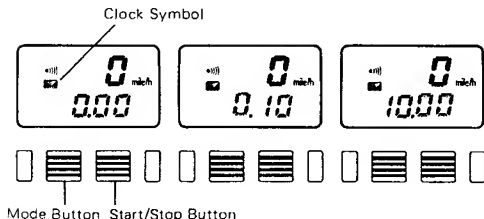


(Fig. 21)

8. PUSH the set button on the back of the main unit once with a ball point pen to fix wheel size.
9. PUSH the mode button through all modes (TM, DST, AVS, MXS, ODO) to clear.

STEP #4 TO SET 24 HOUR CLOCK TO CURRENT TIME OF DAY

1. IF the mile/h (or km/h) symbol is blinking, PUSH the start/stop button once to stop blinking.
2. PUSH the mode button and hold in until the clock symbol appears and blinks. (Fig. 22)



(Fig. 22)

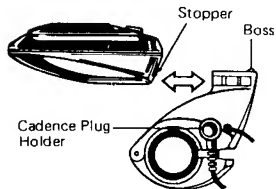
(Fig. 23)

(Fig. 24)

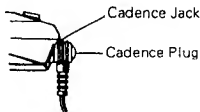
3. PUSH the set button on the back of the main unit once with a ball point pen. The lefthand clock digit (0) should blink. (Fig. 23)
4. PUSH the start/stop button once. The blinking digit (0) should increase by one for each push of the start/stop button. Hold the start/stop button in — digits will increase passing through '24'. Push the start/stop button enough time to raise the first digits to the current hour. (For example, 4:00 for 4:00A.M. and 16:00 for 4:00P.M.)
5. PUSH the mode button once. Lefthand digits will stop blinking and righthand digits will blink. (Fig. 24)
6. PUSH the start/stop button as necessary to raise righthand digits to the correct minute setting.
7. PUSH the set button on the back of the main unit once with a ball point pen to fix current clock time. Clock time is now set to the current hour and minute and will run continuously.
8. PUSH the mode button through all modes to clear.

STEP #5 TO MOUNT MAIN UNIT

1. When steps 1, 2, 3 and 4 have been completed, INSERT the main unit to the mounting bracket on the bicycle as directed in Fig. 25, and insert the cadence plug into the cadence jack on the base of the unit as directed in Fig. 26.



(Fig. 25)



(Fig. 26)

(1) HOW TO MOUNT

Slide the main unit backwards so the collar on the connector fits into the grooved bracket. Insert so the stopper snaps into the bracket boss. Remove the cadence jack cover and insert the cadence plug into the cadence jack on the main unit. (See Fig. 25 and Fig. 26.)

(2) HOW TO REMOVE

To remove the main unit, take off cadence plug and put it into the cadence plug holder on the mounting bracket. Raise the stopper and remove the main unit by sliding it forward.

STEP #6 TO TEST OPERATION

1. After mounting the main unit on the mounting bracket, insert the cadence plug into the cadence jack. Lift the front wheel and turn it. If the wheel magnet passes through the wheel sensor, the (E) mark blinks. If it does not blink, re-adjust the wheel sensor. (See (4) on the reverse side.)
2. To test for cadence, set the mode to cadence (CDC), and turn the crank arm backwards. If the cadence value appears on the display, the system is functioning properly. If it does not register, re-adjust the cadence sensor. (See (6) and (7) on the reverse side.)

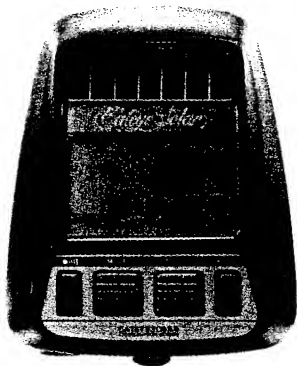
Ride your bicycle for a while, operating the buttons and observing the functions. Push the mode button through all functions. Selected mode figures should appear on the bottom line. Current speed should always appear on the upper line. (CDC mode: cadence mode will not displayed unless the cadence plug is put in.)

Push the mode button until the TM (:elapsed Time) function is displayed. Pushing the start/stop button will alternately cause stopwatch display either to start or stop. At the same time, pushing the start/stop button will alternately let the computer start or stop recording the DSI (:trip DiStance), AVC (: AVerage Speed), Current speed, MXS (:MaXimum Speed), ODO (: ODOmeter) and CDC (:CaDenCe) are measured regardless of the operation of the start/stop button. You can select your desired figures on the bottom line by pushing the mode button. Pushing the reset button can reset TM, DST, AVS, and MXS to zero.

NOTE: ODO (:total distance) continues to measure the total distance, regardless of the operation of the start/stop button. Details of functions and displays are explained in operating instructions, page 8.)

When you are familiar with the unit, read the separated operating instructions to learn how to set the alarm functions, make finer adjustment on the wheel circumference (size) and to troubleshoot. The alarm functions are described in page 10, finer adjustment on the wheel circumference (size) are in page 12, and troubleshooting is in page 21.

Front View of Main Unit
Avant de l'unité principale
 Vorderansicht des Gerätes
 コンピューターメインユニット表面



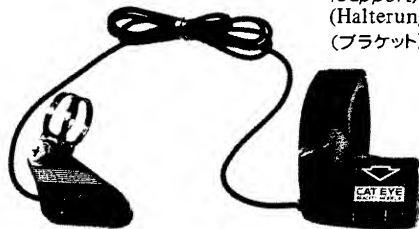
Back View of Main Unit
Arrière de l'unité principale
 Rückseite des Gerätes
 コンピューターメインユニット裏面



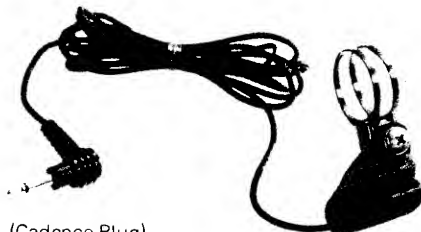
Bracket and Wheel Sensor Unit
Support et palpeur de roue
 Halterung und Radsensor
 ブラケット & ホイルセンサー

Cadence Sensor Unit
Palpeur de cadence
 Taktgebersensor
 ケイデンスセンサー

(Bracket)
(Support)
(Halterung)
(ブラケット)



(Wheel Sensor)
(Palpeur de roue)
(Radsensor)
(ホイールセンサー)



(Cadence Plug)
(Fiche de cadence)
(Stecker des Taktgebers)
(ケイデンスプラグ)

(Cadence Sensor)
(Palpeur de cadence)
(Taktgebersensor)
(ケイデンスセンサー)

(Wheel Sensor Magnet)
(Aimant de palpeur de roue)
(Magnet des Radsensors)
(ホイールマグネット)



(Cadence Sensor Magnet)
(Aimant de cadence)
(Taktgebermagnet)
(ケイデンスセンサーマグネット)



E. Attachments

E. Zubehör

E. Fixations

E. 附属品



Bracket Rubber Pad

1 mm thick, 2 mm thick

Garniture en caoutchouc pour support

Epaisseur: 1 mm, 2 mm

Gummiunterlage der Halterung:

1 mm stark, 2 mm stark

ブラケット パッキング

1 mm厚, 2 mm厚



Cadence Sensor Band Rubber Pad

1 mm thick, 2 mm thick

Garniture en caoutchouc pour patte de palpeur de cadence

Epaisseur: 1 mm, 2 mm

Gummiunterlage der Taktgeber-sensorspange:

1 mm stark, 2 mm stark

ケイデンスセンサーバンド パッキング

1 mm厚, 2 mm厚



Wheel Sensor Band Rubber Pad

1 mm thick, 2 mm thick

Garniture en caoutchouc pour patte de palpeur de roue

Epaisseur: 1 mm, 2 mm

Gummiunterlage der Radsensor-spange: 1 mm stark, 2 mm stark

ホイールセンサーバンド パッキング

1 mm厚, 2 mm厚



Cable Ties

(Large) x 7

(Small) x 1

Colliers

(Grand) x 7

(Petit) x 1

Kabelklemmen

(Groß) x 7

(Klein) x 1

コードクリップ

(大) x 7

(小) x 1



Wheel Adjustment Washer x 2

Rondelle de réglage de roue x 2

Beilegscheiben x 2

ホイール調節ワッシャー x 2